



IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract		Day			Date	
C-7852		Monday			August 2, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

Sam Johnston and I arrived on-site around 1:00 pm and met Brad Schut at station LW 1334+00. Brad and the contractor were requesting we use the material from station LW 1332+50 to 1333+50 to build the cat road to access the pre-excavation dowels located between station LW 1333+50 to 1334+50 (Figure 1). The request was to pre-split from LW 1332+50 to 1333+50, immediately adjacent to and before the installation of the pre-excavation dowels from LW 1333+50 to 1334+50. I contacted Norm Norrish to discuss the issue and he indicated he did not have any problem with the request as long as all the pre-excavation dowels were installed on both sides of this location prior to the pre-split (west of 1333+50 and east of 1334+50). Norm also indicated that only the material needed to build the road should be pre-split and not to full depth of the lift. I relayed the information to Brad and he indicated he would let the contractor know.

Brad mentioned the pre-excavation dowels to the west that were being installed last week and one dowel, around LW 1327+00, did not encounter bedrock. Brad indicated that he discussed this issue with Norm and he requested that the contractor install the dowel at a 30 degree inclination instead of the designed 15 degree inclination. The installation encountered bedrock approximately 10 feet down and Brad had the contractor drill 25 feet into bedrock (a total of 35 feet). Brad indicated he would install the adjacent dowels with the same inclination at 10 foot centers, as described by Norm, until the designed 15 degree inclination encountered bedrock. Brad thought that only 2 to 3 dowels would be installed with the 30 degree inclination.

Brad indicated that the next lift inspection at station 1337+00 would be ready Wednesday morning. I told him I would be on-site between 7:00 am and 8:00 am but would call him on Tuesday to confirm.

Sam and I left the site around 3:00 pm.

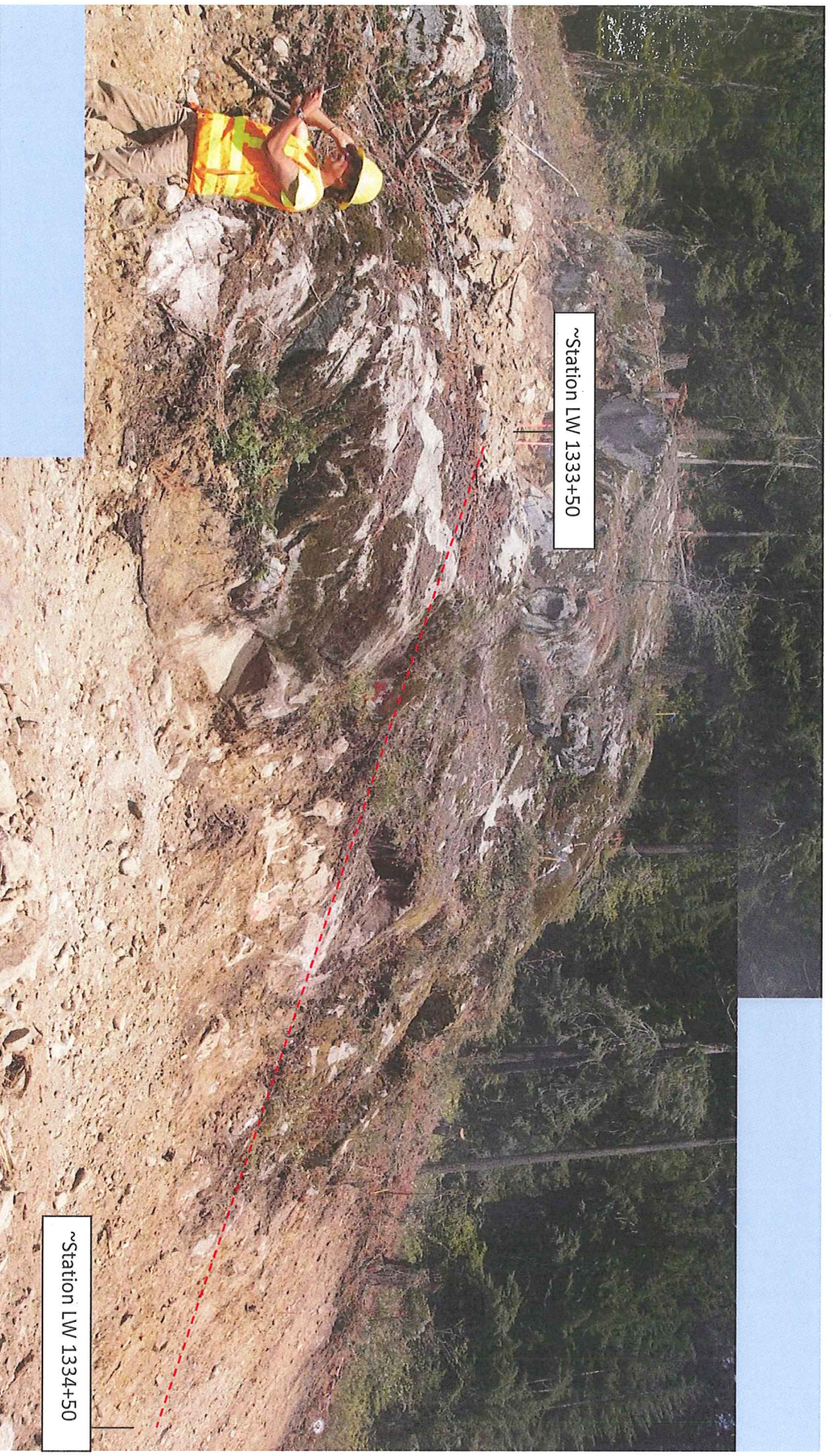


Figure 1. A photograph showing the location where a cat road needs to be constructed to drill the pre-excitation dowels (red dashed line). Pre-excitation dowels need to be installed west of station LW 1333+50 and east of station LW 1334+50 before the pre-split occurs.